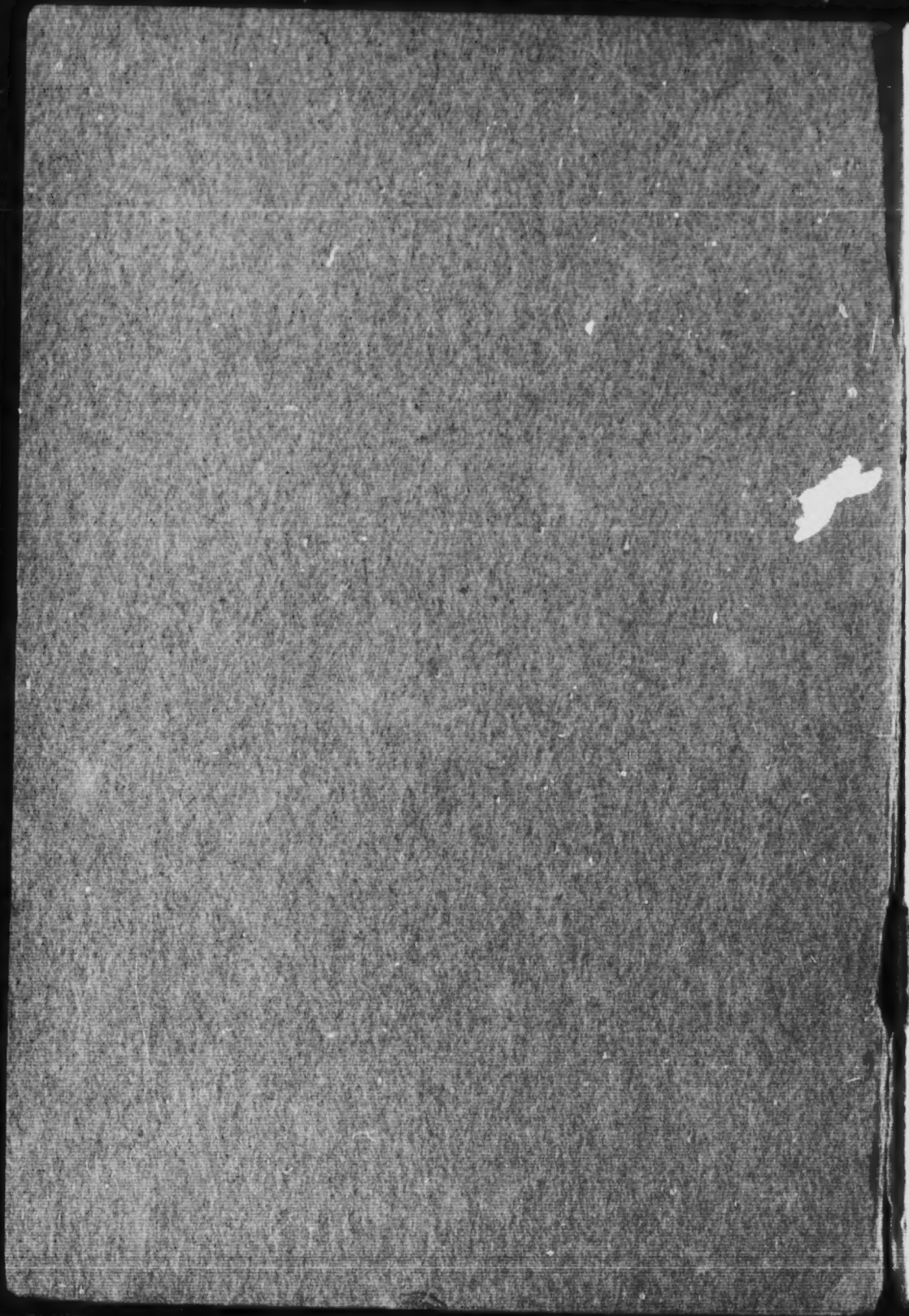


DUTIES OF OFFICERS

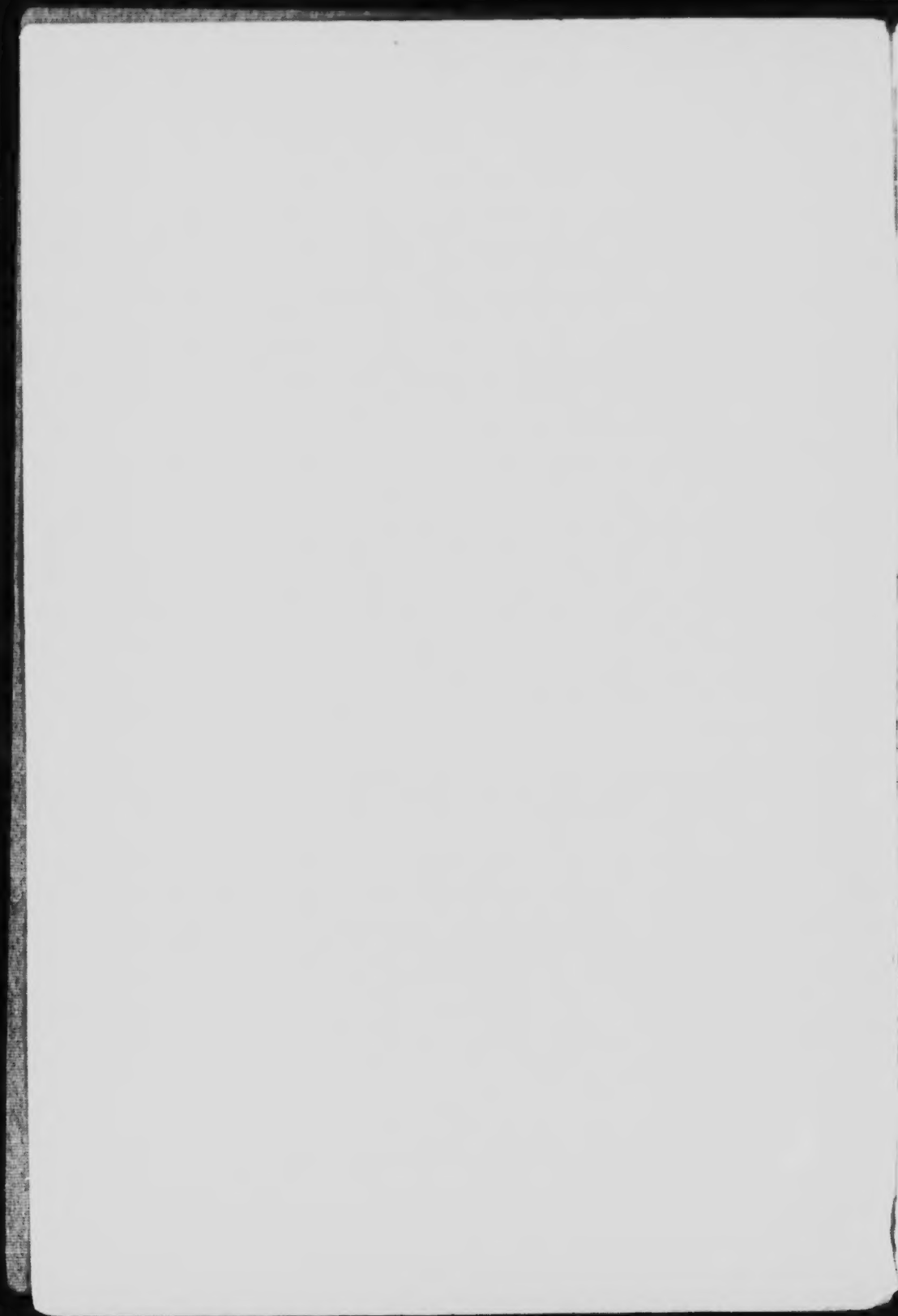
Wild Science



Sealing Industry



DUTIES
OF
OFFICERS



Sealing Industry

DUTIES OF THE CAPTAIN

1. To see that everything necessary for the prosecution of the voyage, and also for the comfort of the men, is on board before leaving Port. And that sufficient compasses are on board for his officers. And that the ship's compasses are properly attended to.
2. To instruct his First Officer to instruct his Master Watch and other officers and to see that his men are well provided with food and other necessities before leaving to go on the ice.
3. Also to see that the accommodation for the Seal is looked after daily while on the voyage. Also see that the Barrel Man

always keep a good lookout for Distress Signal, three flags on one pole, in case of sickness or accident of any kind from his own ship's crew or others.

4. To see that himself, the Barrel Man and Second Hand when on duty shall always keep track of his men when on ice and take the bearing of the different watch crews or men away from his ship, in case of thick weather setting in or ice loosening up.
5. To see that at the end of every day's work or, in picking up all of his men any time during the day, an officer is sent through the crew's department to ascertain if all hands are on board and none are missing.
6. To see that his Health Officer has instructed his all Day Men to keep all living compartments of his ship

clean for the comforts of his men and properly attended by his Doctor in cases of sickness.

DUTIES OF THE SECOND HAND

1. What are your duties as Second Hand? To see that all instructions given by the Master are carried out by you.
2. To see that your Masters of Watch are provided with compasses and other necessities as are usually taken on ice.
3. To instruct your Masters of Watch to see that everything possible is done while on ice, in case of bad weather, for the safety of his men, and also for the good of the said voyage.
4. To get report from Barrel Men of ice conditions and any other difficulties arising, and immediately report to the Captain.

5. To see that men when arriving on board after their day's work, are properly looked after and that the men's living compartments are attended to while the men are on the ice (cleaning up).

DUTIES OF BARREL MAN FOR SAFETY OF CREWS WHILST ON ICE

1. To see that when men are away from the ship at work killing seals or travelling in lots, to always set or take their bearing by compass in case of bad weather, snow or fog or the loosening up of ice.
2. To report to my Captain always during each day ice conditions or of any difficulties in the way of the men on ice of my own ship's crew or others for their safety.

QUESTIONS AND INSTRUCTIONS

Examination of Master Watches and the Duties on Board and on the Icefloes

Question 1—What is your name?

Answer 1—

Question 2—What is your age?

Answer 2—

Question 3—What is your home
address?

Answer 3—

Question 4—Are you in good
health to prosecute the coming seal-
fishery?

Answer 4—

Question 5—How many springs
have you prosecuted the sealfishery?

Answer 5—

Question 6—Have you ever held any office on board of a sealing ship prosecuting the sealfishery?

Answer 6—

Question 7—How many springs have you held office on a sealing ship prosecuting the sealfishery?

Answer 7—

Question 8—Do you think that you are capable of the responsibility you are about to take upon you as an Officer or Master Watch on a sealing voyage?

Answer 8—

Question 9—Do you consider yourself qualified in taking charge of a watch crew on your ship and on the icefields in the event of snow storms or fog arising or other dangers while

on the icefields so as to get your men safely aboard your ship or the nearest ship to you?

Answer 9—

Question 10—If you got caught on the ice in bad weather and ice in poor condition and could not get on board your ship or some other what would you do?

Answer 10—I would immediately get my men together and begin to build shelter with the ice pinnacles for the comfort of the batsmen and if any seal-pelts or carcasses around I would immediately get to work and get fires in if possible but always try to keep my men moving to keep them warm.

Question 11 What instructions would you give your watch crew before parting from the ship to kill seals on ice?

Answer 11 (a) To see that myself and the other officers of my watch have been provided with compasses and the said compasses are in good condition before leaving my ship, and also (b) your duties as Master of Watch will be to get from the Second Hand before leaving how the barometer is working and also to ascertain from the Second Hand if any instructions have been given by the Master for his men to be governed by while on the ice.

Question 12--After travelling to the herd of seals and before separating your watch crews for work as is generally done in lots or bunches of 4 and 5 men, what instructions would you give these officers whom you have appointed from your watch crews to look after the men in case of snow or fog?

Answer 12 --On reaching the herd

of seals before separating my men for the work of killing seals or doubling of pans I would tell my other officers whom I appoint to take charge of my (different lot) men to watch the working of the weather and always taking bearings of their own ship or other ships in sight and if they see that snow or fog is setting in and likely to be bad weather take bearings of their ship or some other nearest ship to you and proceed toward your Master of Watch if possible so that all of the men will be together and be governed by the said Master Watch. If difficulties arise and you cannot reach the Master Watch you must proceed to your own or nearest ship to the course you have set, and on arrival on board your own ship or another your first duty is to report to the Captain of that ship where you have seen any men or not on ice and

giving the Captain the bearings of these men, the course you have set on travelling to your ship.

Question 13—Coming on deck in the night to take charge of the watch, what is the first thing you would do?

Answer 13— I would enquire from the retiring officer what orders he had, what course to steer, and would see if the Regulation Lights were burning brightly, and if not, would have them attended to immediately.

Question 14—What other precautions would you take?

Answer 14— I would see that the lookout men were at their posts. If the ship was stopped and work was carrying on, I would see that all my watch were at work. If not, I would enquire into the reason and report the same to my superior officer.

Question 15—What other precautions would you take?

Answer 15 I would report any lights that would appear in sight either from sea or land. If the ship was drifting towards an iceberg or growler I would report it to my superior officer. If I was doubtful of the position of the ship, I would take a cast of the lead and report the findings.

NOTE- If any of your men fall sick while on the ice it is your duty to see that these men are looked after and at once despatch some man immediately to the nearest ship if not convenient to get to your own for assistance.

NOTE And if any help needed while on the ice in case of sickness or accident always make a signal by placing three flags on the pole if it is impossible to get assistance otherwise.

All men from any ship are in duty bound to assist.

NOTE Masters of Watches are always held responsible for the safety of their men while on the ice in case of weather, snow or fog.

ADVICE TO WHEELMEN

Re New Method of "Starboard and Port"

With your face forward your **RIGHT HAND** is **STARBOARD**, your **LEFT HAND** is **PORT**. If you are told to "**STARBOARD**" haul the wheel to the **RIGHT**. If told to "**PORT**" haul the wheel to the **LEFT**. Always put the wheel "**STEADY**" when the ship is going **ASTERN**, unless otherwise ordered by the **BRIDGEMASTER**.

ADVICE TO MASTER OF WATCH

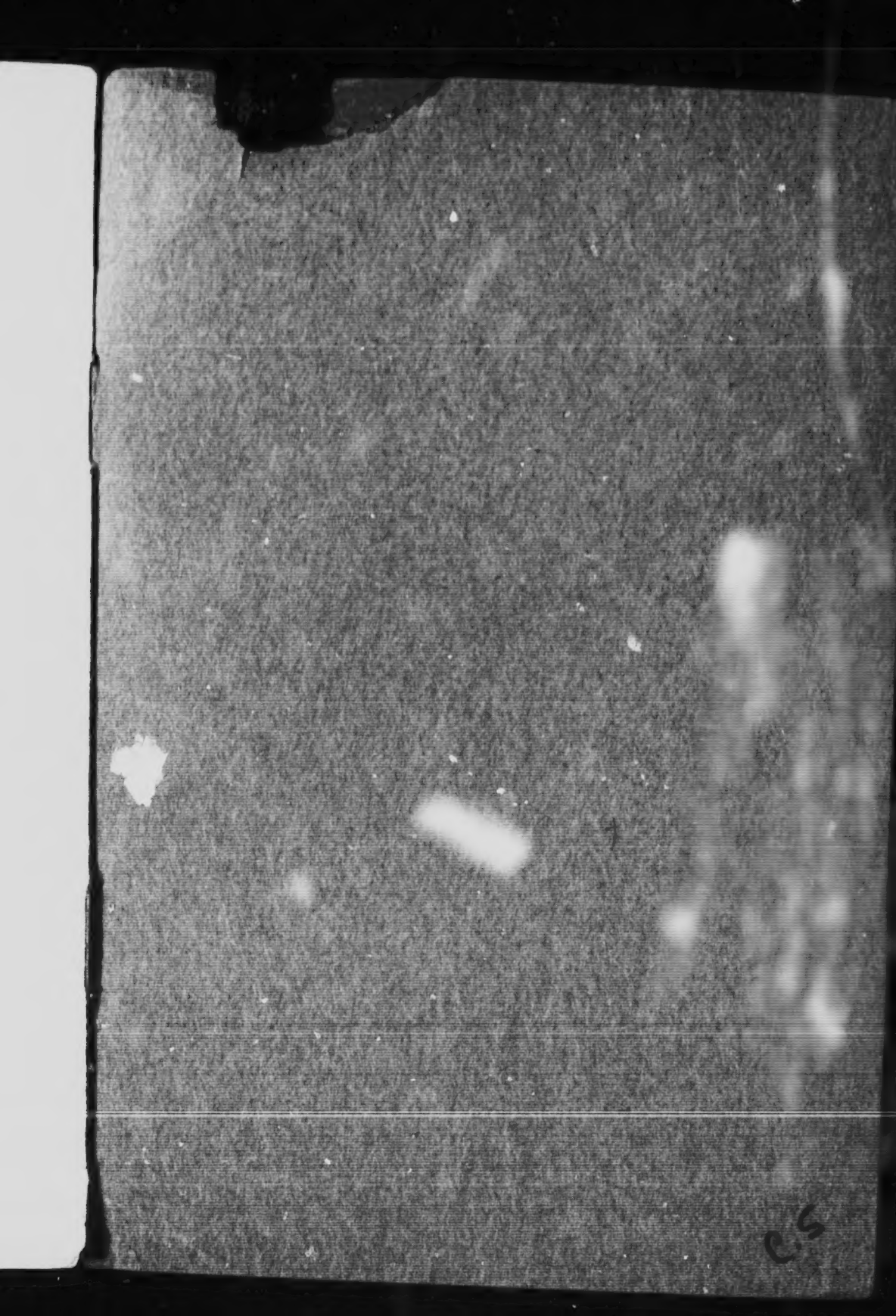
Take care that all your crew are at work **WHEN WORK IS TO BE DONE ON BOARD**; if any men say they are sick, order the doctor and tell him to report his findings **TO THE MASTER**.

Take care that all your crew are ready to relieve the other watch **IN PROPER TIME**. A great deal of the laxity of late in this respect is due to the **CARELESSNESS OR INEFFICIENCY OF THE OFFICER IN CHARGE**.

ADVICE TO BRIDGE-MASTERS

Never leave the Bridge **WITHOUT PUTTING ANOTHER MAN IN YOUR PLACE**. Be sure to watch for pans **STUCK ON EDGE** and order the wheel **PORT** or **STARBOARD** or

stop the engines TO AVOID STRIKING THE PROPELLOR. If you countermand the orders of the "SCUNNER" always shout out and advise him of it and give him the reason.

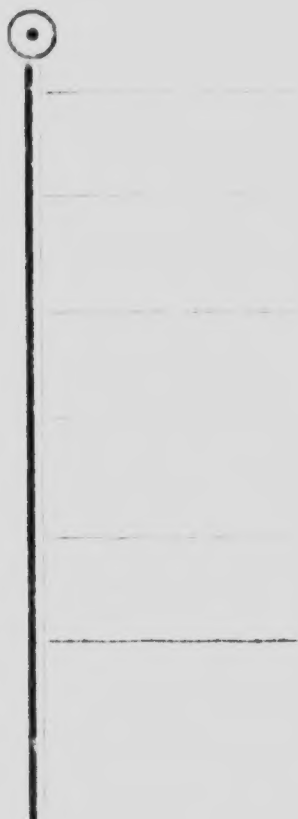


CS

DISTRESS SIGNAL

(2 FEET APART)

For Sealfishery—On the Ice



ROBINSON & CO., LTD., Printers.

